



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

INDIA.

Report from Calcutta—Cholera, plague, and smallpox.

Acting Assistant Surgeon Eakins reports, January 10, as follows:

Week ended January 5, 1907. No transactions.

Week ended December 22, 1906: 99 deaths from cholera, 11 deaths from plague, and 6 deaths from smallpox; week ended December 29, 1906: 82 deaths from cholera, 5 deaths from plague, and 11 deaths from smallpox in Calcutta.

In Bengal, week ended December 22, 1906: 590 cases and 487 deaths from plague; week ended December 29, 1906: 435 cases and 336 deaths.

ITALY.

Report from Naples—Inspection of vessels—Emigrants recommended for rejection—Smallpox in Italy.

Passed Assistant Surgeon McLaughlin reports, January 21, as follows:

Week ended January 19, 1907. Vessels inspected:

NAPLES.

Date.	Name of ship.	Destination.	Steerage passengers inspected and passed.	Pieces of large baggage inspected and passed.	Pieces of baggage disinfected.
Jan. 16	Slavonia.....	New York.....			
16	Madonna.....	do.....	885	180	1,150
17	Algeria.....	do.....	772	95	950
18	Königin Luise.....	do.....	790	110	1,100

Rejections recommended.

Date.	Name of ship.	Trachoma.	Favus.	Suspected trachoma.	Suspected favus.	Other causes.	Total.
Jan. 16	Madonna.....	22	1	20	2	4	49
17	Algeria.....	31	1	23	1	5	66
18	Ko-nigin Luis.....	16	4	10		1	31
	Total.....	69	6	53	3	10	146

Smallpox.—Week ended January 17, 1907, Ventimiglia (Porto Maurizio), 1 case; Peveragno (Cuneo), 1 case; Milan, 1 case; Vimercate (Milan), 1 case; Citta di Castello (Perugia), 1 case; Segni (Rome), 1 case; Craco (Potenza), 1 case.

The cases at Ventimiglia, Peveragno, and Citta di Castello were imported from Marseille, where the malady is prevailing in an epidemic form.

Week ended January 24, 1907, Montopoli (Florence), 2 cases; Milan, 1 case; Vado (Genoa), 1 case; Belluno, 1 case; S. Mauro Forte (Potenza), 1 case.

CAMPAIGN AGAINST MALARIA IN ITALY.

The following is received from Passed Assistant Surgeon McLaughlin, under date of January 16, in continuance of a previous report on the same subject published in the Public Health Reports, November 30, 1906:

MALARIA IN RELATION TO AGRICULTURE, THE RAILROADS, AND THE ARMY.

Malaria has its origin in certain special conditions of the soil, and as these conditions are common in the country and rare in the city it follows that malaria is generally a disease of the rural districts rather than of cities. In Italy, from time immemorial, the rural population have been stricken by the disease, while the inhabitants of the cities have in general escaped. At the present time the great majority of cases, both of acute and chronic malaria, are found in the country. In Italy it is necessary to add two other classes of citizens to those which suffer enormously from malarial diseases, viz: railway employees and the army.

The longest lines of Italian railroads extend along the littorals of the Mediterranean and Adriatic upon flat land which is often below sea level. The mountains rising above the flat land were formerly covered with forest, but are now perfectly nude. Similar conditions exist where the railroads, as is often the case, follow the course of a river through a wide valley. The railroads pass through many sections devoted to the cultivation of rice and the maceration of hemp. It is not surprising that railroad employees should suffer greatly from malaria.

As far as the army is concerned there are fortifications and posts in the very worst of these malarial zones. The Guardie di Finanza, who are considered part of the army, are required to patrol every foot of this malarial coast line.

The law of November 2, 1901, with the object of combating malaria, imposed certain duties upon proprietors of land, upon the employers of labor, and, in a word, upon all persons who had workmen or laborers dependent upon them in malarial zones. These persons are charged with the duty of diffusing the knowledge of malaria and the means of combating it among the country people and others employed by or dependent upon them. One of the most complete of the Government publications issued with the object of instructing the people is that of the Royal School of Agriculture, at Portici (near Naples), entitled "Popular Points upon the Relation Between Malaria and Agriculture."

With regard to the cultivation of crops, the following points are given in the pamphlet:

Dry crops requiring no irrigation are the best and the most intensive and most nearly complete the process of cultivation.

Crops requiring irrigation are to be raised under the following precautions: There must be perfect control and regulation of the flow of water and of the reservoirs. The cultivation of oranges, lemons, limes, citrons, and manderines by irrigation is recommended. Rice fields and macerating vats for hemp and flax must be regarded as dangerous breeding places of malaria, and, as these are necessary evils, prophylactic measures (quinine) and the use of mechanical protection (wire netting, etc.) must be resorted to in such sections.

THE ITALIAN RAILWAYS AND MALARIA.

Until July 1, 1905, all the Italian railways, although the property of the State, were operated by private companies. Each of these companies had its own special rules regarding malarial zones and the extra compensation allowed workmen employed therein. These companies were among the first to conduct experiments upon the mechanical protection against mosquitoes by means of wire netting. The famous experiments of Professor Grassi, made from March to October, 1905, in the plain of Capaccio, near Salerno, one of the most virulent malarial zones in Italy, placed the theory of mechanical protection against mosquitoes upon a firm, practical basis, and the larger part of the expenses of these experiments was paid by the company operating the Mediterranean railway system. When the Italian Government took charge of the operation of the railways it became necessary to have uniform regulations regarding all matters, including malaria.

All the employees who serve or who have residence in a malarial locality are allowed an increased daily compensation. Temporary employees in these districts have no such rights. The right to this indemnity is not extended to employees receiving more than 3,000 lire per annum or to laborers who receive more than 8.50 lire per diem. The malarial localities are divided into 3 zones according to the intensity of the malarial infection. As soon as the statistics and data are collected, they will be published with lists of railway malarial zones and topographic charts.

The mechanical protection against mosquitoes and the administration of state quinine are obligatory under the laws described in my previous report. The results as regards the railroads, are as yet not in evidence, too short a time having elapsed since the Government assumed actual control of the railroad system.

THE ARMY.

Concerning the presence of malaria among the soldiers and the prophylactic measures prescribed for and used to prevent and cure malarial infection, nothing can be said at present.

In April, 1905, the head of the army medical department issued a circular to the directors of health of the various army corps of the Kingdom, in which he prescribed the prophylactic and therapeutic measures to be employed against malaria. In another circular of the same month, April, 1905, the same authority gave clear instructions concerning the previous circular and added some important details with regard to registration of cases. It is now obligatory in the army to maintain special registers of malarial cases, noting the manner and variety of the infection, the technique of the scientific researches made, and the method of administering the quinine. This system has been in practice too short a time to draw conclusions as to results in the army.

JAPAN.

Report from Nagasaki—Emigrants recommended for rejection.

Sanitary Inspector Bowie reports as follows:

Number of emigrants rejected January 13, 1907, 38.